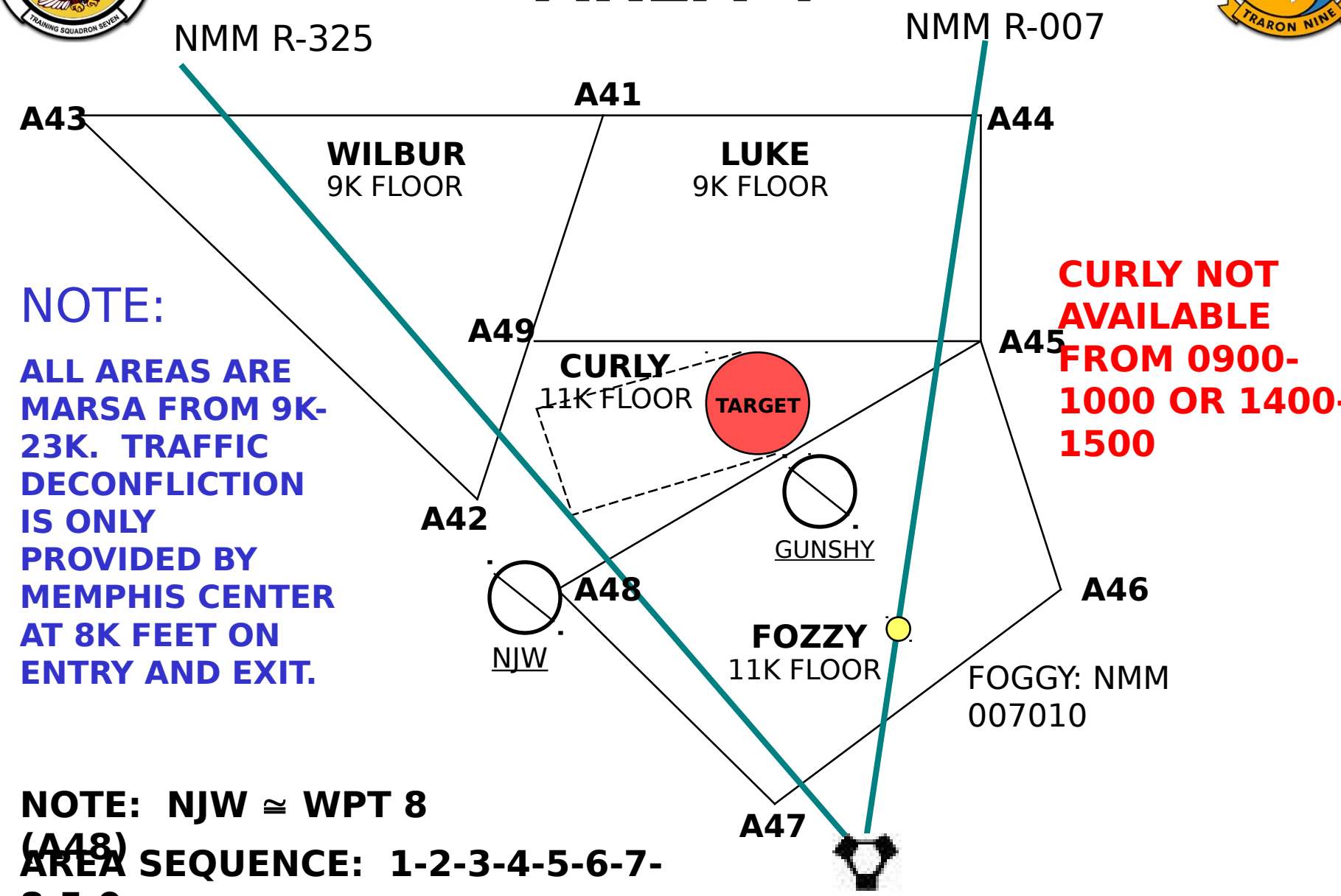
Flight

AREA 4

Mission

COURSE RULES GOUGE

AREA 4



NOTE:

ALL AREAS ARE MARSA FROM 9K-23K. TRAFFIC DECONFLICTION IS ONLY PROVIDED BY MEMPHIS CENTER AT 8K FEET ON ENTRY AND EXIT.

CURLY NOT AVAILABLE FROM 0900-1000 OR 1400-1500

NOTE: NJW ≅ WPT 8 (A48)

AREA SEQUENCE: 1-2-3-4-5-6-7-8-5-9

System set up

- **<u>Clearance</u>- For Day time flights put a SHAD clearance on request. For night NFORM put a CUDA clearance on request.**

- **<u>Waypoints</u>- Enter Waypoints A41-A49 in waypoints 1-9. Put the 19L waypoint in 10. (A48 is Bravo field so don't need to put active Bravo runway in system yet.**

- **<u>Sequence</u>- 1-8,5,9**

- **<u>Course line-</u> 007 off wypt 10 (19L)**

Departure

- **After airborne and clean below 200 KIAS, check in with Dep on Btn 4.**

  “Departure, SHAD/CUDA 1XX, off Navy McCain passing (current alt) for (assigned alt) request early turn.”

- **Departure will acknowledge radar contact.**

  “SHAD/CUDA 1XX, Meridian Departure, radar contact turn left hdg XXX or turn left/right direct Foggy.”

  (You will be given vectors to Foggy or cleared Direct to Foggy. Generally it is a left hand turn off 19R.)

- **Departure will eventually give you a climb to 10K and switch you to Memphis Cntr BTN 5.**

  “SHAD/CUDA 1XX climb and maintain One Zero Thousand contact Memphis Center BTN 5.”

Departure- cont

- **Check in with Memphis Center.**

  "Memphis Center, SHAD/CUDA 1XX, with you passing (current alt) for One Zero Thousand."

- **Memphis will respond with clearance into the MOA and tell you how many flights are in the area. (remember a flight of 2 or a flight of 4 is one flight, you need to account for all)**

  "SHAD/CUDA 1XX, Memphis Center, there are ___ other flights in the area, cleared to switch BTN 8, monitor guard."

- **Check in on Area Common BTN 8. If there are no flights in the area request a radio check with Memphis Center, they monitor BTN 8. You must get a positive check on area common frequency.**

  "99 Area 4, 170, checking in from the south on a FAM."

Departure- cont

- **Any aircraft in the area must respond with their position in the area.**

  “1XX in Luke” *“Flight of two Fozzy”* *“Single in Wilbur”*

  If you are transiting to an area report your position.

  “1XX transiting Fozzy and Luke to Wilbur”

- **Once you have accounted for all aircraft in the area, report your intentions.**

  “1XX will take Wilbur/Luke /Fozzy or Curly”

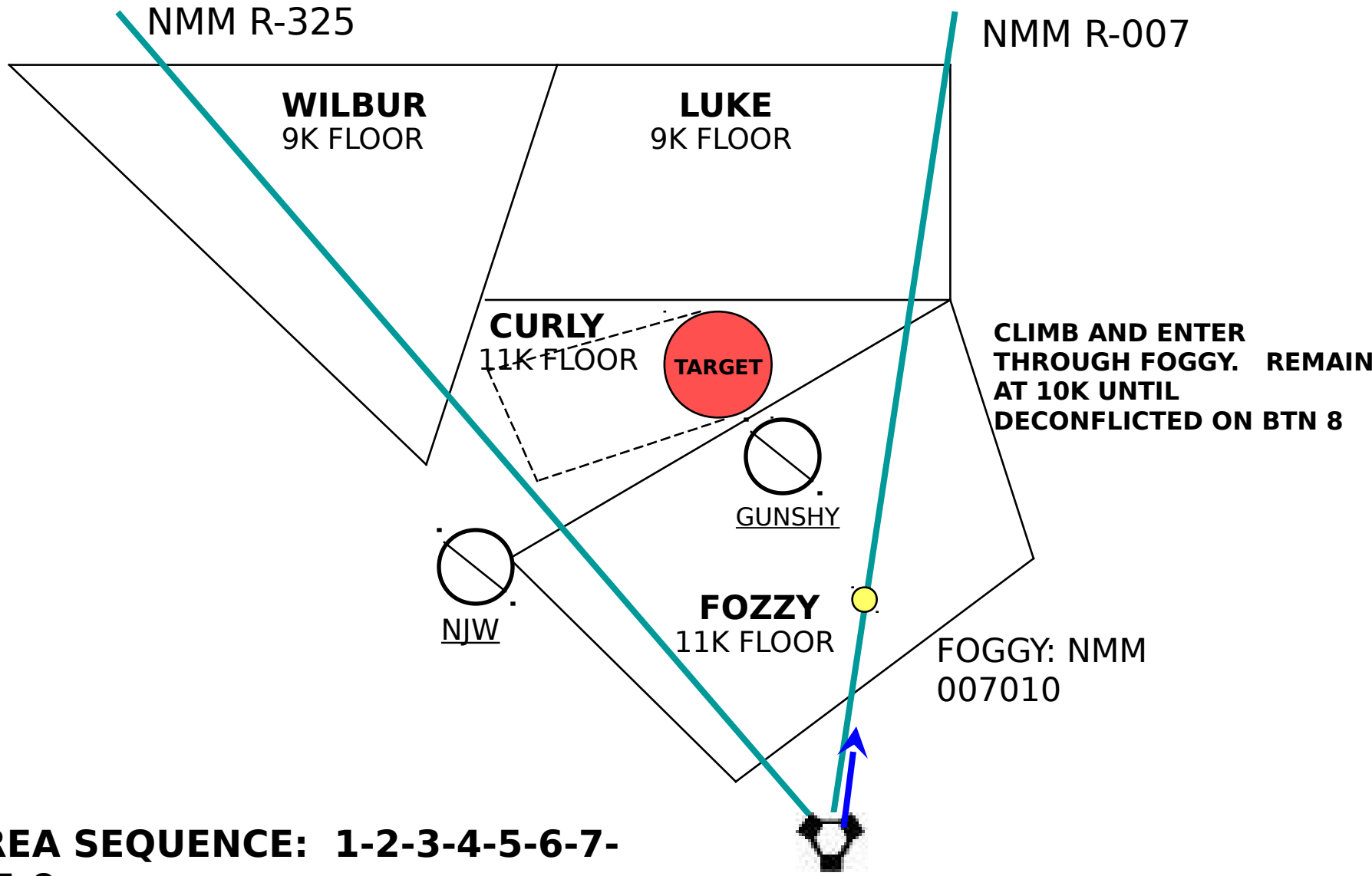
- **Since all calls made in the area must be responded too. At least one aircraft in the area must respond.**

  “Loud and Clear”

Area Entry

- **As depicted by the following slide, enter Area 4 through Foggy.**
- **Remain at 10K till established and deconflicted.**
- **Solo students will flow counter clockwise from Fozzy through Luke to Wilbur at 10K if someone is working the area they are transiting, or any altitude if no one is in the area they are transiting. They can not work Curly.**
- **If an instructor is with the student they can transit Fozzy to Curly or Wilbur at 10K if transiting under active areas, or at any altitude if no one is in the area they are transiting.**

AREA 4 - ENTRY



CLIMB AND ENTER THROUGH FOGGY. REMAIN AT 10K UNTIL DECONFLICTED ON BTN 8

AREA SEQUENCE: 1-2-3-4-5-6-7-8-5-9

Established in the Area

- **Once you are established in one of the 4 working areas report established on BTN 8.**

  “99 Area 4, 1XX, established in Wilbur/Luke/Fozzy or Curly”

- **Since all calls made in the area must be responded too, at least one other a/c will respond accordingly.**

  “Loud and Clear”

- **10,000 ft MSL is used for transit. 11,000 ft MSL up to 23,000 ft MSL day time and 10,000 ft MSL to 18,000 ft MSL at night are for maneuvering. Start MRT at 16,000 ft MSL, Acrobatics at 12,000 ft MSL.**

Checkout

- **When ready to RTB copy ATIS on BTN 30.**
- **Begin Descent to 9,000 FT MSL, passing 10,500 FT MSL make call checking out of the area with the type of return you are requesting. Random- RTB to NMM. Bravo- RTB to NJW. (A Key Field recovery will be made with approach upon check in on a Random recovery.**

"99 Area 4, 1XX, checking out of Wilbur/Luke/Fozzy or Curly on a Random/Bravo."

- **Since all calls in the area must be responded too, at least one a/c will respond accordingly.**

"Loud and Clear"

Checkout- cont

- **The following diagrams show the direction of check out for the different areas.**
- **If exiting Fozzy or Curly, you must be outside 25 NM from NMM for Memphis Center to hand you off to Approach. If you are closer than that Memphis Center will instruct you to work North. Once you are outside of 25 NM they will clear you on a Random or Bravo recovery.**
- **You must remain in your working area at 9,000 FT MSL until you are cleared on a Random or a Bravo.**

Checkout- cont

- **Once you have checked out of the area on BTN 8 contact Memphis Center on BTN 5.**

  “Memphis Center, SHAD/CUDA 1XX, with you 9 thousand or with you passing (your alt) for 9 thousand for a Random or Bravo.”

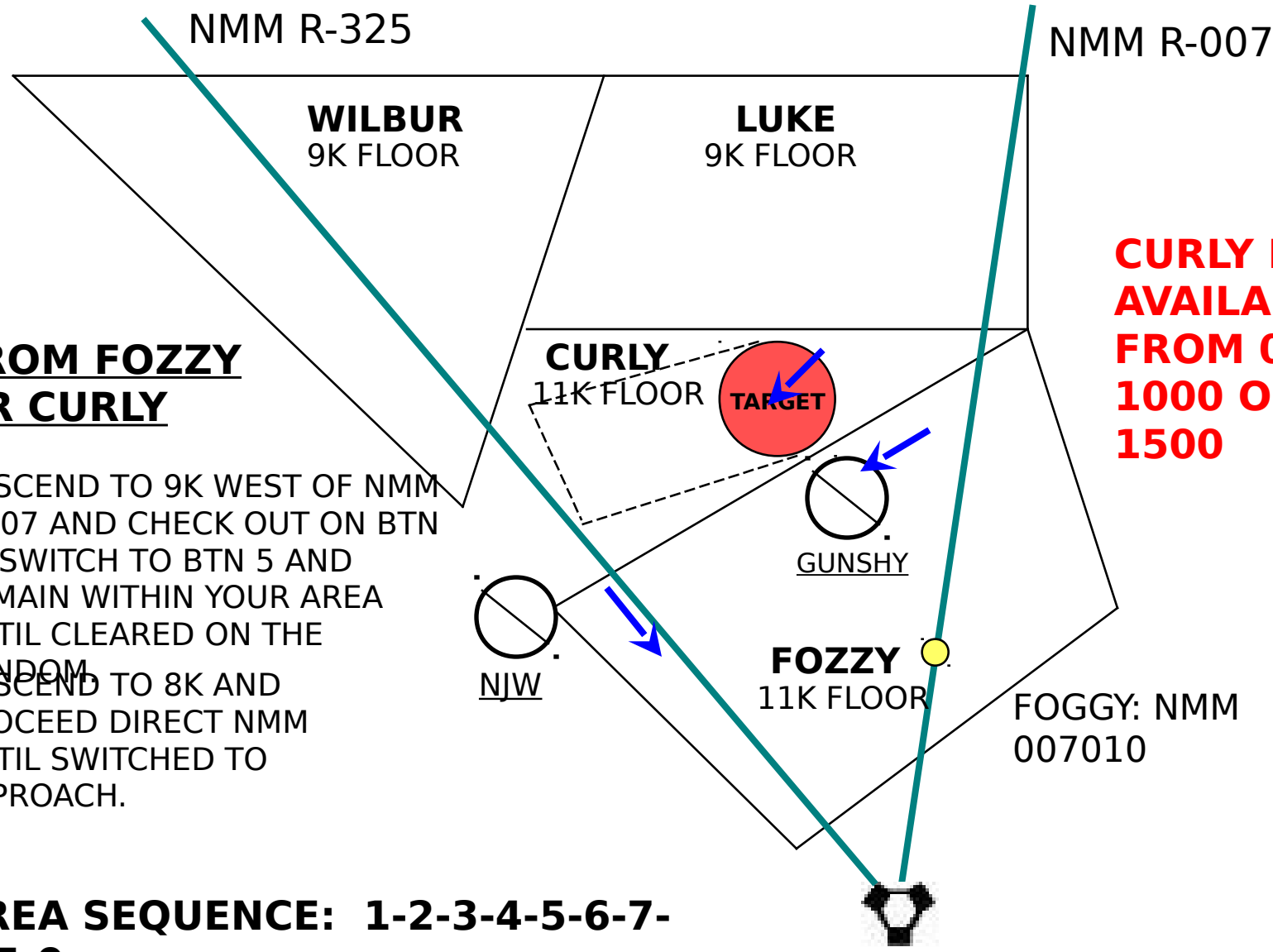
- **Memphis will respond with one of the following.**

  “SHAD/CUDA 1XX, Memphis Center, work North”
  “SHAD/CUDA 1XX, Memphis Center, cleared Random or Bravo.”

- **You will respond with one of the following.**

  “SHAD/CUDA 1XX working North”
  “SHAD/CUDA 1XX cleared Random or Bravo Recovery”

AREA 4 - EXIT



CURLY NOT AVAILABLE FROM 0900-1000 OR 1400-1500

FROM FOZZY OR CURLY

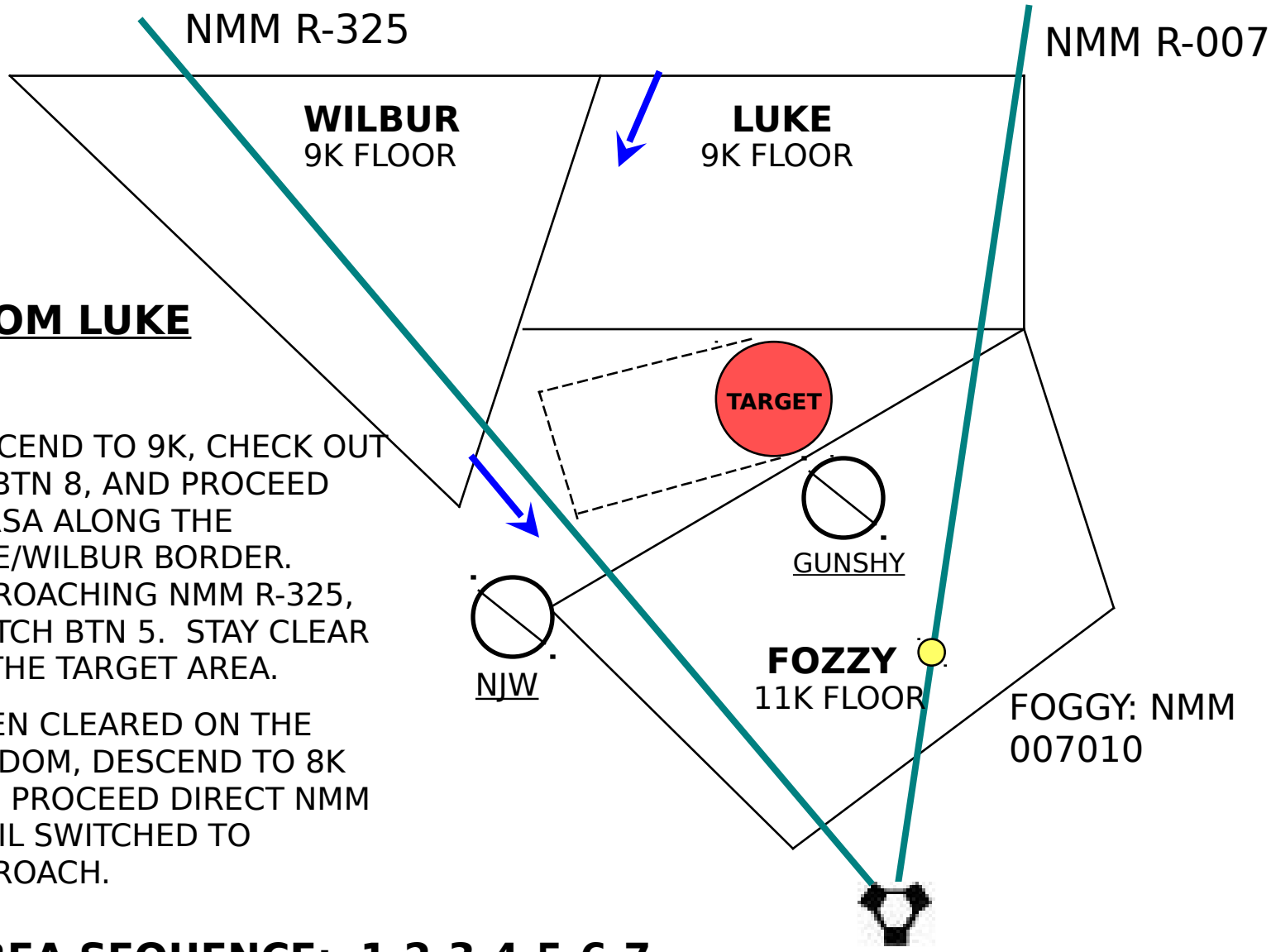
DESCEND TO 9K WEST OF NMM R-007 AND CHECK OUT ON BTN 8. SWITCH TO BTN 5 AND REMAIN WITHIN YOUR AREA UNTIL CLEARED ON THE RANDOM.

DESCEND TO 8K AND PROCEED DIRECT NMM UNTIL SWITCHED TO APPROACH.

FOGGY: NMM 007010

AREA SEQUENCE: 1-2-3-4-5-6-7-8-5-9

AREA 4 - EXIT



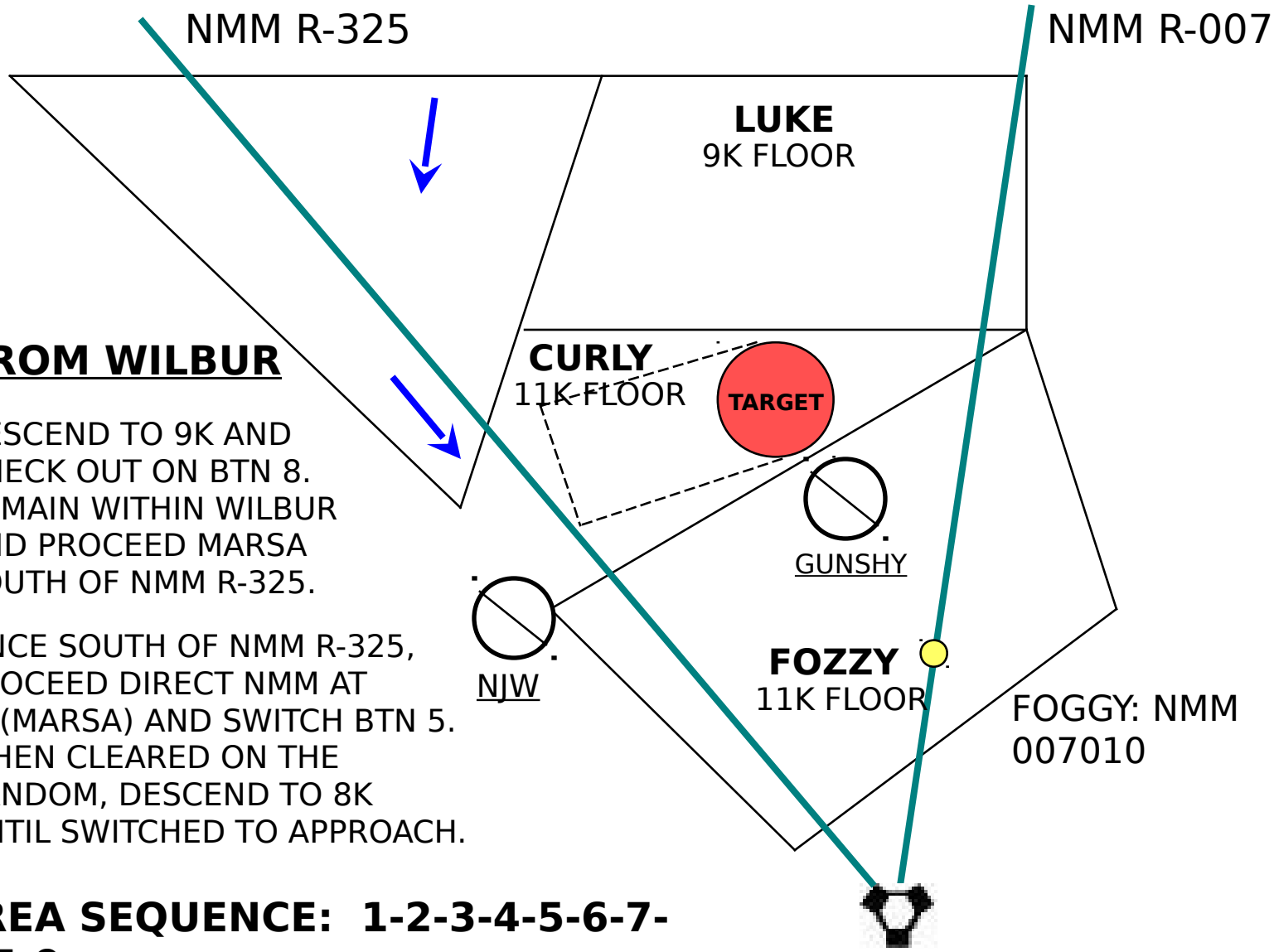
FROM LUKE

DESCEND TO 9K, CHECK OUT ON BTN 8, AND PROCEED MARSA ALONG THE LUKE/WILBUR BORDER. APPROACHING NMM R-325, SWITCH BTN 5. STAY CLEAR OF THE TARGET AREA.

WHEN CLEARED ON THE RANDOM, DESCEND TO 8K AND PROCEED DIRECT NMM UNTIL SWITCHED TO APPROACH.

AREA SEQUENCE: 1-2-3-4-5-6-7-

AREA 4 - EXIT



FROM WILBUR

DESCEND TO 9K AND CHECK OUT ON BTN 8. REMAIN WITHIN WILBUR AND PROCEED MARSA SOUTH OF NMM R-325.

ONCE SOUTH OF NMM R-325, PROCEED DIRECT NMM AT 9K(MARSA) AND SWITCH BTN 5. WHEN CLEARED ON THE RANDOM, DESCEND TO 8K UNTIL SWITCHED TO APPROACH.

AREA SEQUENCE: 1-2-3-4-5-6-7-8-5-9

Random/Bravo Clearance

- **When cleared for a Random or a Bravo recovery this is what you are cleared to do.**

  <u>Random</u>- Proceed direct NMM and descend and maintain 8,000 FT MSL. (You're MARSA till given a heading or descent)

  <u>Bravo</u>- Proceed direct to NJW and descend and maintain 8,000 FT MSL. (You're MARSA till given a heading or descent)
- **You do not automatically switch to BTN 11 for approach. Memphis Center will tell you when you are cleared to switch to Meridian Approach.**
- **Once cleared on the Random/Bravo Recovery, you don't need the area in the system. Put a course in for appropriate runway and select PLAN.**
- **NMM- (19L- CRS 189, 1L- CRS 009, 28- CRS 280, 10- CRS 100). NJW- (32- CRS 314, 14- CRS 134)**

Descent

- **Once Memphis Center is ready to hand you off to Meridian Approach they will switch you to BTN 11.**

  “SHAD/CUDA 1XX, Contact Meridian Approach local BTN One One.

- **You respond.**

  “SHAD/CUDA 1XX switching BTN One One.”

- ***Check in with Meridian Approach and advise them you have the current atis.***

  “Meridian Approach, SHAD/CUDA 1XX, with you 8 thousand on a Random/Bravo with information ___, request”

- **If you don’t add the request at the end it will be assumed that you want vectors for the initial to the active runway. Use request to ask for a practice PA at 5,500 FT MSL, Straight in PA at 5,500 FT MSL, visual straight-in, down wind entry or Key Field Recovery.**

Descent- cont

- **Meridian appoach will respond in one of the following ways.**

  “SHAD 1XX, Meridian Approach, go ahead request.”

  “SHAD 1XX, Meridian Approach, your are cleared direct Navy McCain/cleared direct Bravo or Cleared Direct Key Field.”

- **When Approach is ready to descend you they will generally descend you to 3,000 FT MSL proceeding to NMM or 6,000 FT MSL proceeding to NJW, and advise you to report NMM/NJW in sight.**

Clearance to switch tower

- **When you report the airport in sight, Meridian Approach will clear you to the Initial or High Key and tell you to contact tower.**

  “SHAD/CUDA 1XX, cleared to the initial contact McCain Tower local button One Two (or Bravo Tower local button Nine).”

  “SHAD/CUDA 1XX, cleared to High Key Runway ___, maintain 5,500, contact McCainTower local button Three (Right Rwy) or One Two (Left Rwy)(or Bravo Tower local button Nine).”

- **You respond.**

  “SHAD/CUDA 1XX, cleared to the initial switching BTN One Two (or 9)”

  “SHAD/CUDA 1XX, cleared to High Key Runway ___ at 5,500 contacting Tower button Three, One Two or Nine.”

Tower Check In

- **Check in with McCain Tower or Bravo Tower with your intentions. (Be sure to squawk standby at the initial)**

  “McCain/Bravo Tower, SHAD/CUDA 1XX (positon relative to the field and DME) for the initial/High Key/Downwind Entry or Straight In Runway ____.”

- **Tower will respond with**

  “SHAD/CUDA 1XX, report the (initial/High Key/3 miles NW for the downwind entry) for runway ____.”

- **You will report the applicable positon.**

  “1XX initial/High Key runway ___.”